



## TECHNICAL SERVICE BULLETIN

### 5.0L - Excessive Oil Consumption

**19-**  
**2338**  
12  
November  
2019

This bulletin supersedes 19-2133. Reason for update: New Part/Procedure For Same Condition

#### Model:

|                                |              |
|--------------------------------|--------------|
| <b>Ford</b><br>2018-2019 F-150 | Engine: 5.0L |
|--------------------------------|--------------|

#### Summary

This article supersedes TSB 19-2133 to update the vehicle model years affected, Service Procedure and Parts List.

**Issue:** Some 2018-2019 F-150 vehicles equipped with a 5.0L engine may exhibit excessive oil consumption with no visible oil leaks.

**Action:** Follow the Service Procedure on vehicles that meet all of the following criteria:

- 2018-2019 F-150
- 5.0L engine
- Customer concern of excessive oil consumption with no additional symptoms

#### Parts

| Part Number   | Description   | Quantity  |
|---------------|---|-----------|
| XO-5W20-Q1SP  | Motorcraft® SAE 5W-20 Synthetic Blend Motor Oil (All Markets Except Canada) | As Needed |
| CXO-5W20-LSP6 | Motorcraft® SAE 5W-20 Super Premium Motor Oil (Canada Only)                 | As Needed |

**Warranty Status:** Eligible Under Provisions Of New Vehicle Limited Warranty Coverage Warranty/ESP coverage limits/policies/prior approvals are not altered by a TSB. Warranty/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

#### Labor Times

| Description   | Operation No. | Time     |
|---|---------------|----------|
| 2018-2019 F150 5.0L: Check And Adjust The Engine Oil Level Following The Service Procedure (Do Not Use With Any Other Labor Operations) | 192338A       | 0.3 Hrs. |

#### Repair/Claim Coding

|                 |      |
|-----------------|------|
| Causal Part:    | 6006 |
| Condition Code: | 42   |

#### Service Procedure

Engineering analysis of engine assemblies replaced under warranty for a customer concern of excessive oil consumption has found that the majority of engines did not require replacement. Additional engineering analysis has found that an excessive oil consumption condition may be caused by the powertrain control module (PCM) strategy which purposely closes the throttle plate during the deceleration fuel shut off (DFSO) events resulting in high intake manifold vacuum which can pull oil past the piston rings and into the combustion chamber. To correct the condition, a revised PCM calibration is in the process of being released to adjust the throttle plate opening angle to reduce engine manifold vacuum during DFSSO events.

If the only symptom exhibited is excessive oil consumption do not attempt diagnosis or repairs for this condition at this time. The revised calibration is expected to be available December 2019. Monitor OASIS for updates.

1. Check the oil level on the oil level indicator. Add oil as necessary to bring the oil level to the MAX fill line on the oil level indicator.

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